The Corps
of
Royal Canadian Electrical and Mechanical Engineers

RCEME Machinery Lorries

By
Doug Knight

The RCEME Heritage Archives

RCEME Machinery Lorries

And maybe some others...

When there was only the horse, we had...

Blacksmiths

Farriers

Armourers

And other artificers

Who needed...

The Travelling Forge

Firebox on the Forge

When the horse got tired,

We became mechanized,

War became a global industry,

And we needed a bigger tool box,

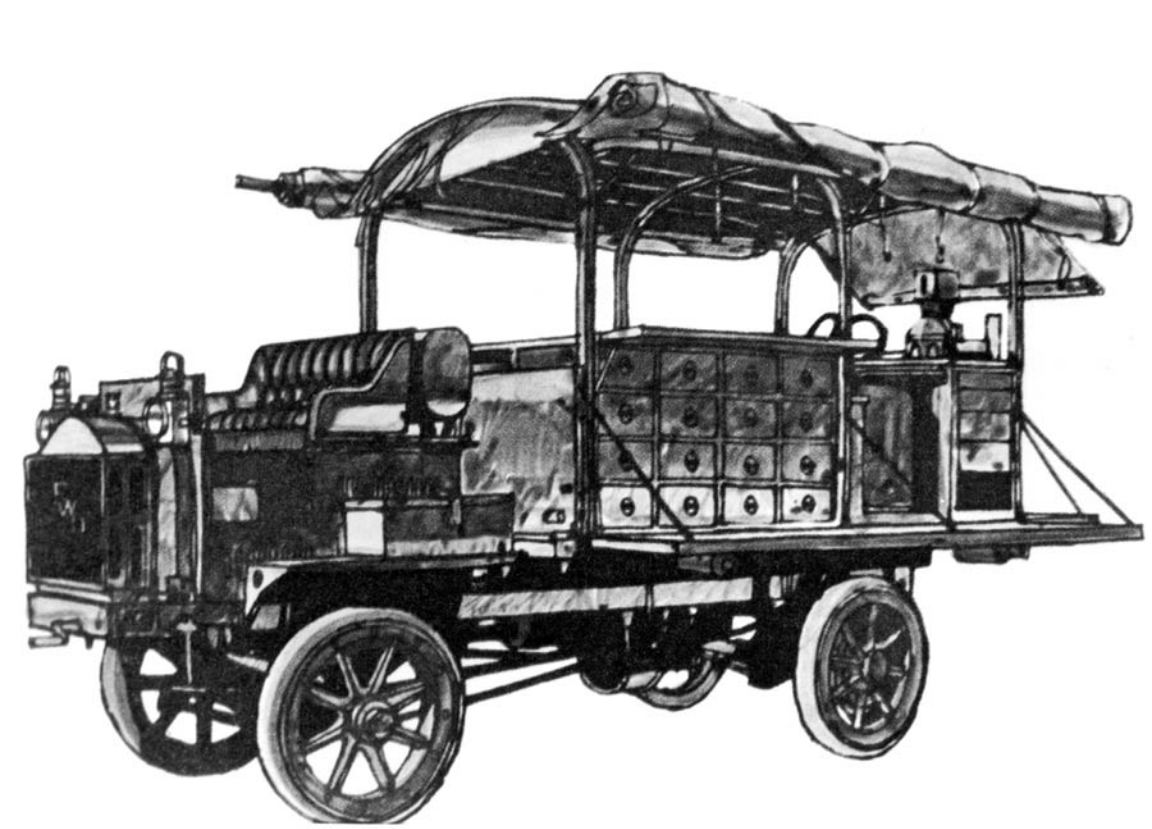
And larger tools,

And something better to carry them in...

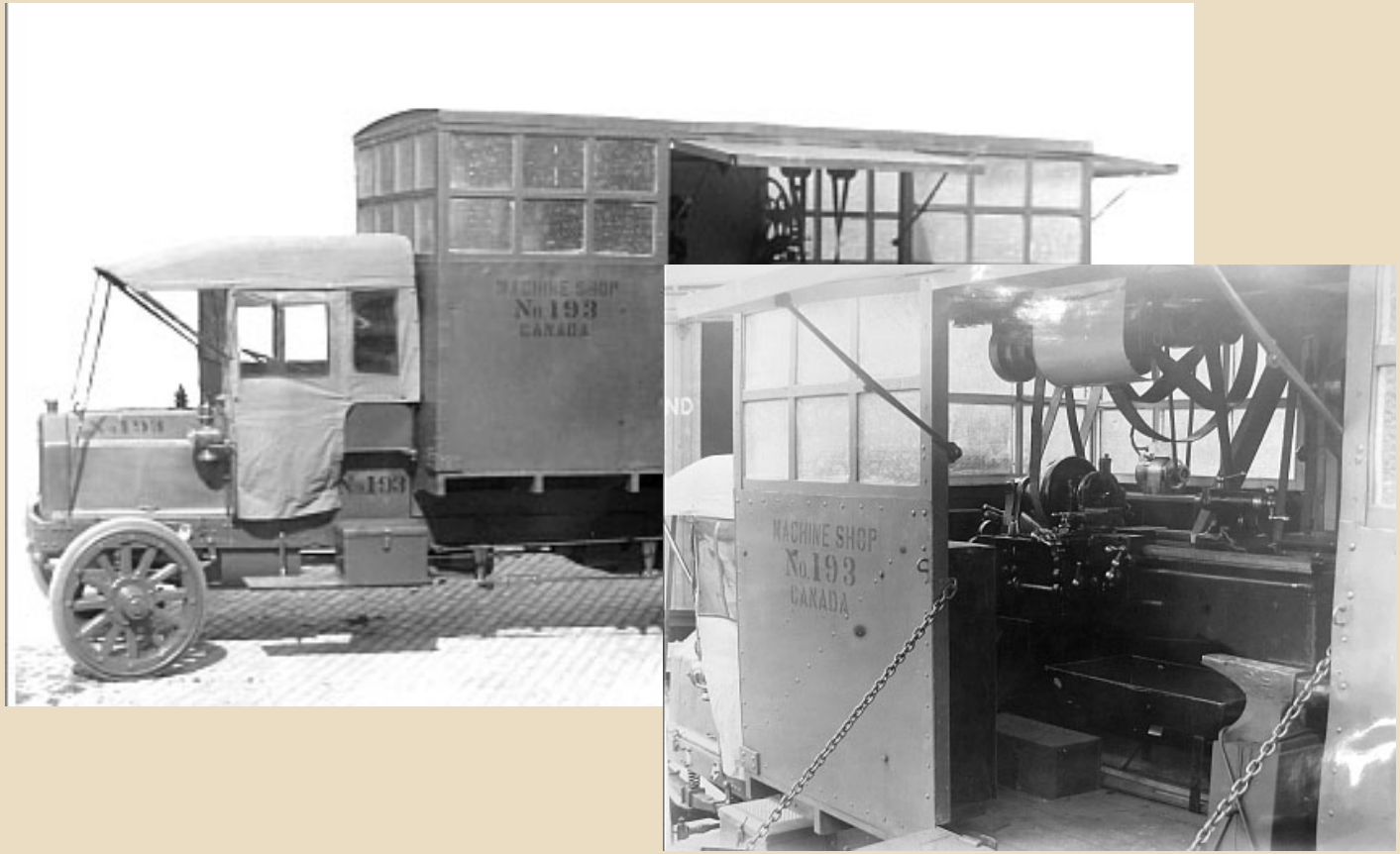
First World War Armourer’s Lorry

First World War
Artillery Repair

First World War Stores Lorry



First World War
Canadian-produced Machinery Lorry



In the Second World War,

We had retired the horse,

But equipment was more complex,

Larger,

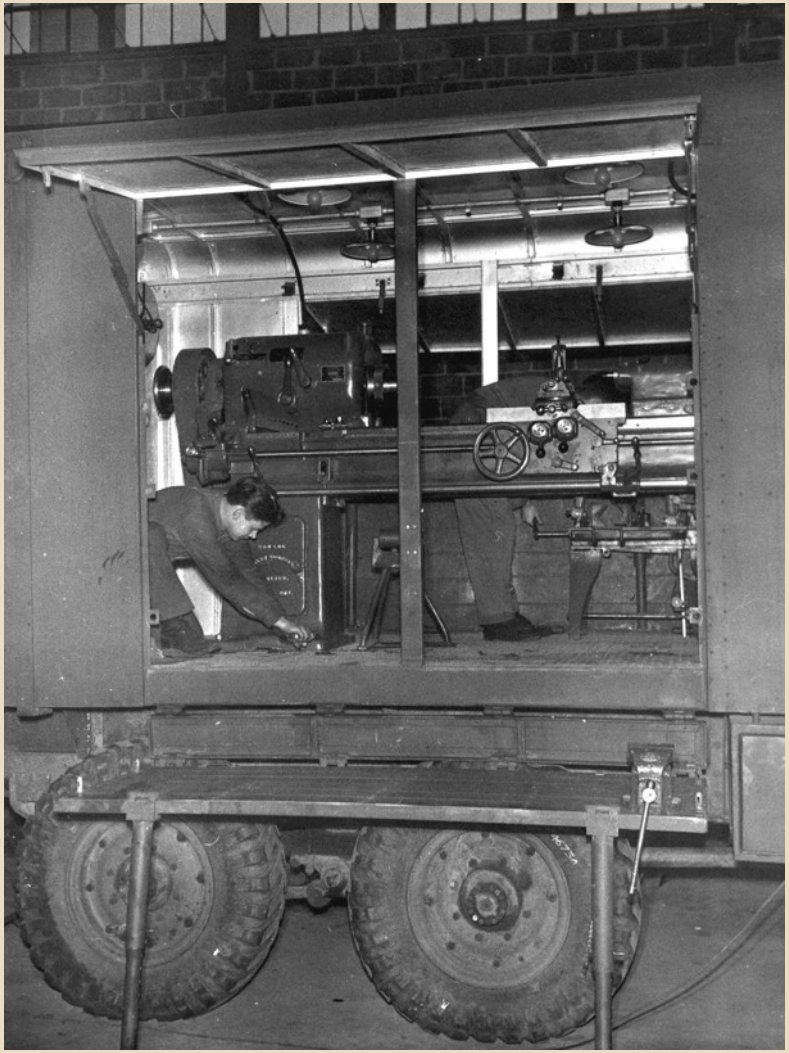
Heavier,

More of it

So we designed some new ones...

Machinery Lorries
Designed and Produced at Kingston

Fitting Them Out



But the quantities we needed were too big

So we went to industry, who

Produced an alphabet of Machinery Lorries

From Type A to Type Z

That we added

To our RCOC(E) (and later) RCEME units

The Light Aid Detachments

There were six types of LAD

Types A and B for HQ, Towed Artillery, and Infantry

Type C for Armoured Regiments

Type D for Self Propelled Artillery

Type E for Kangaroo APCs

Type F for 1st Rocket Battery

Of course,
Drivers had a few tools…

The Type KL Welder

If an LAD did not have one, they tried to "acquire" one.

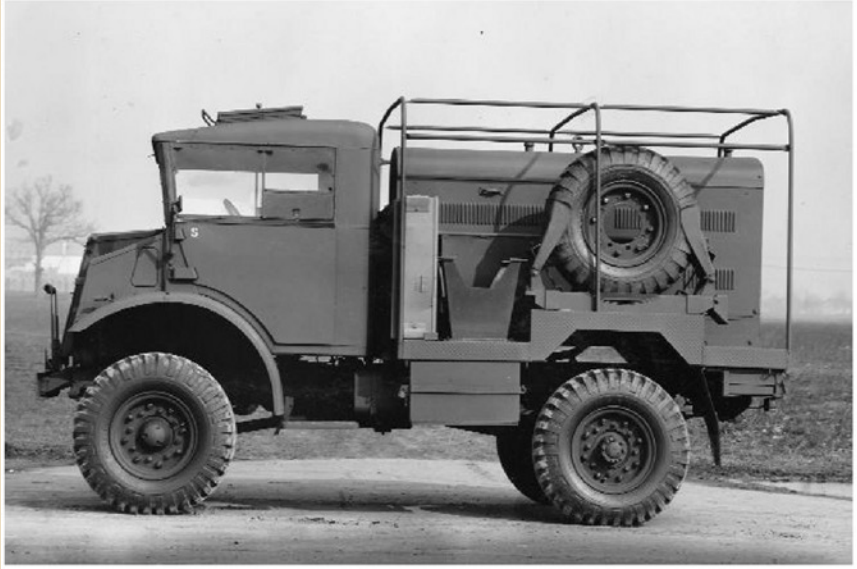
Every workshop had at least one.

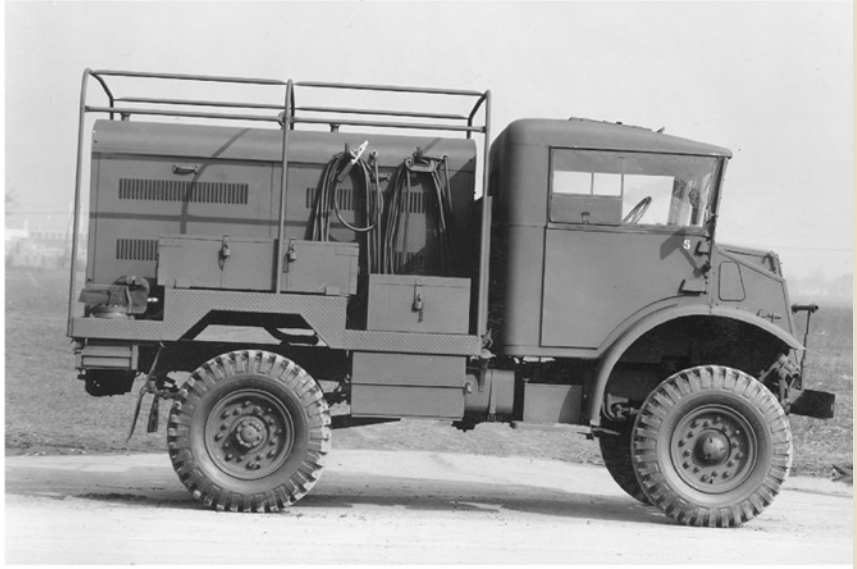
Lincoln 300 ampere arc welder

Towed a gas welding trailer

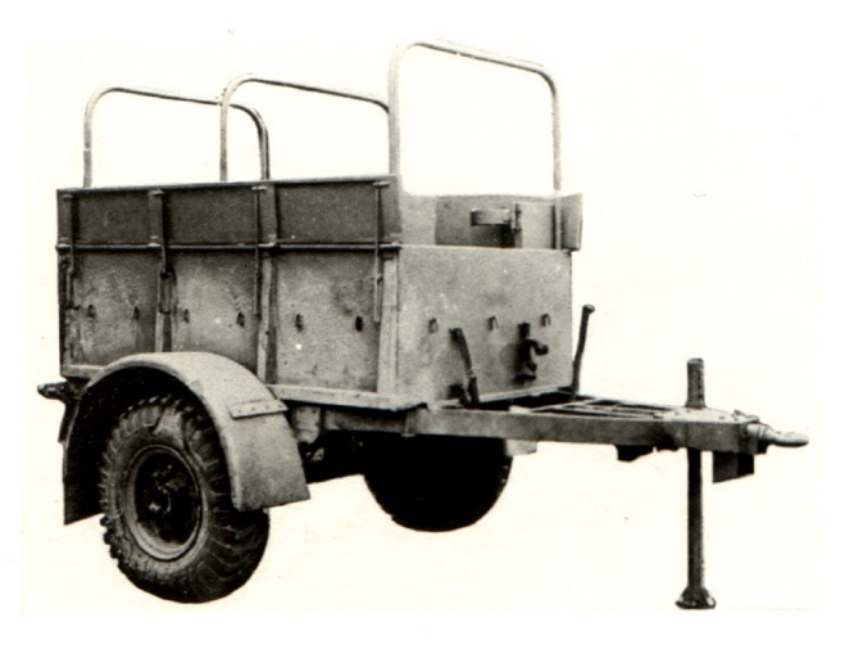
After the war, the gas welding kit was added to the truck

The Type KL Welder





The Gas Welding Trailer



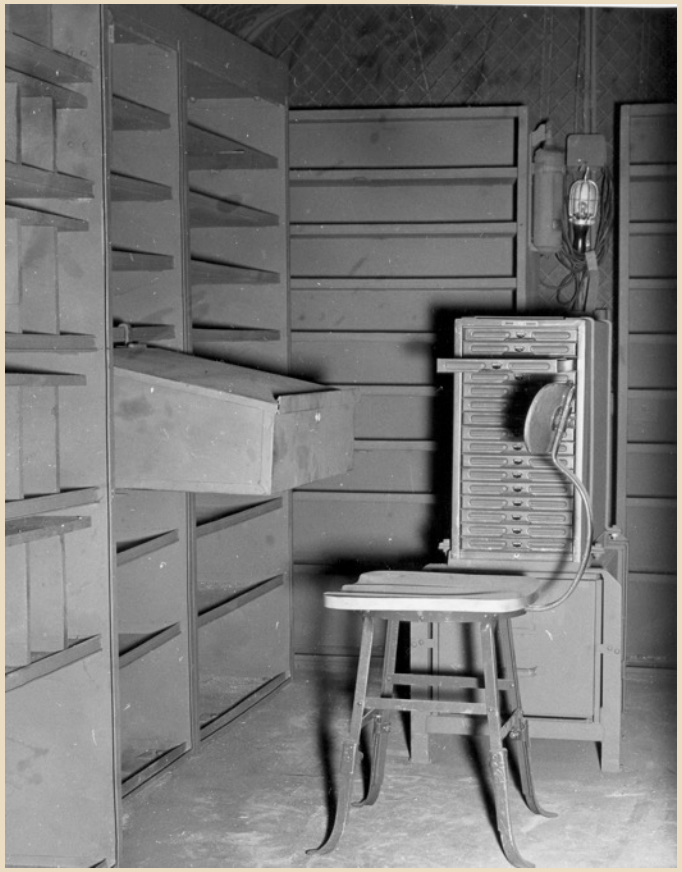
LADs had a stores lorry

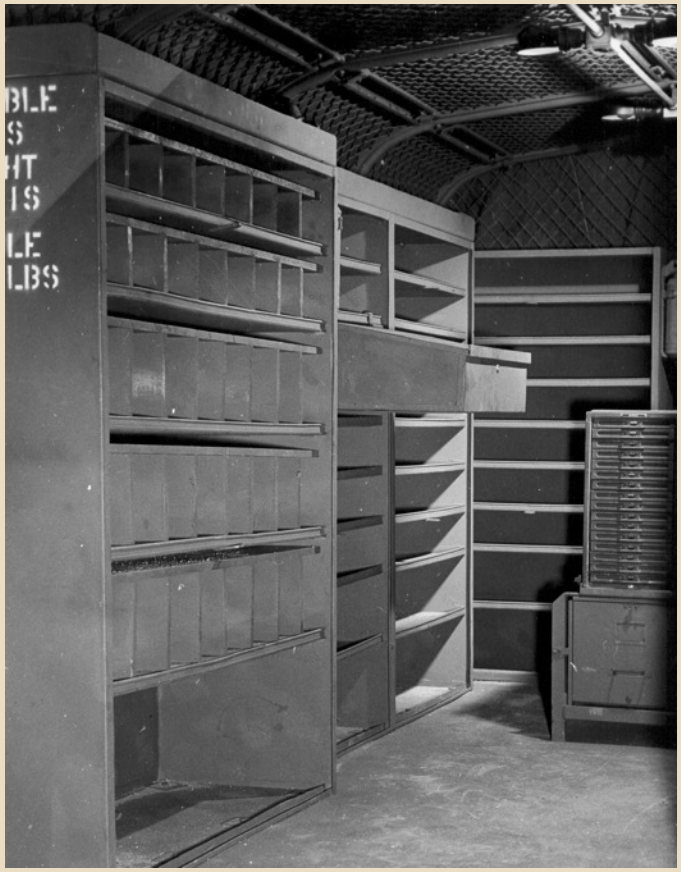
There were several different types of stores lorries at the LADs and Workshops

Plate I - Side View

This is the 3-ton Stores Lorry Mk II

3-ton Stores Lorry Mk II Interior





Second Line Workshops

In the Divisions

- Infantry Brigade Workshops – one for each brigade
- Armoured Brigade Workshops – one for each brigade

At Corps

- Corps Troops Workshops – one per Corps for non divisional units

At Army

- Army Troops Workshops – one per army for units not in Division or Corps
- General Troops Workshops – for Lines of Communications Units

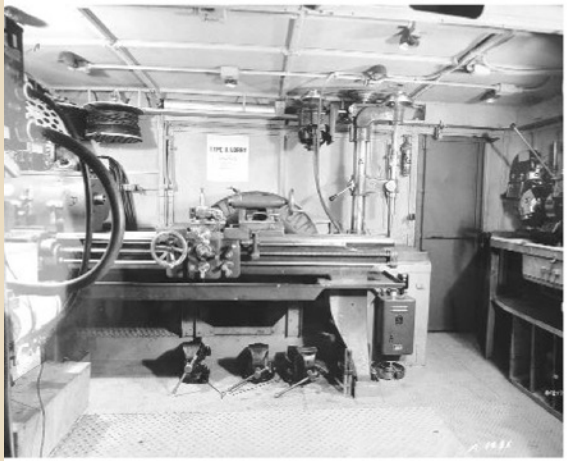
The Control Office

Second line workshops
had many types of machinery lorries.
This is a divisional workshop before we broke it into brigade workshops.

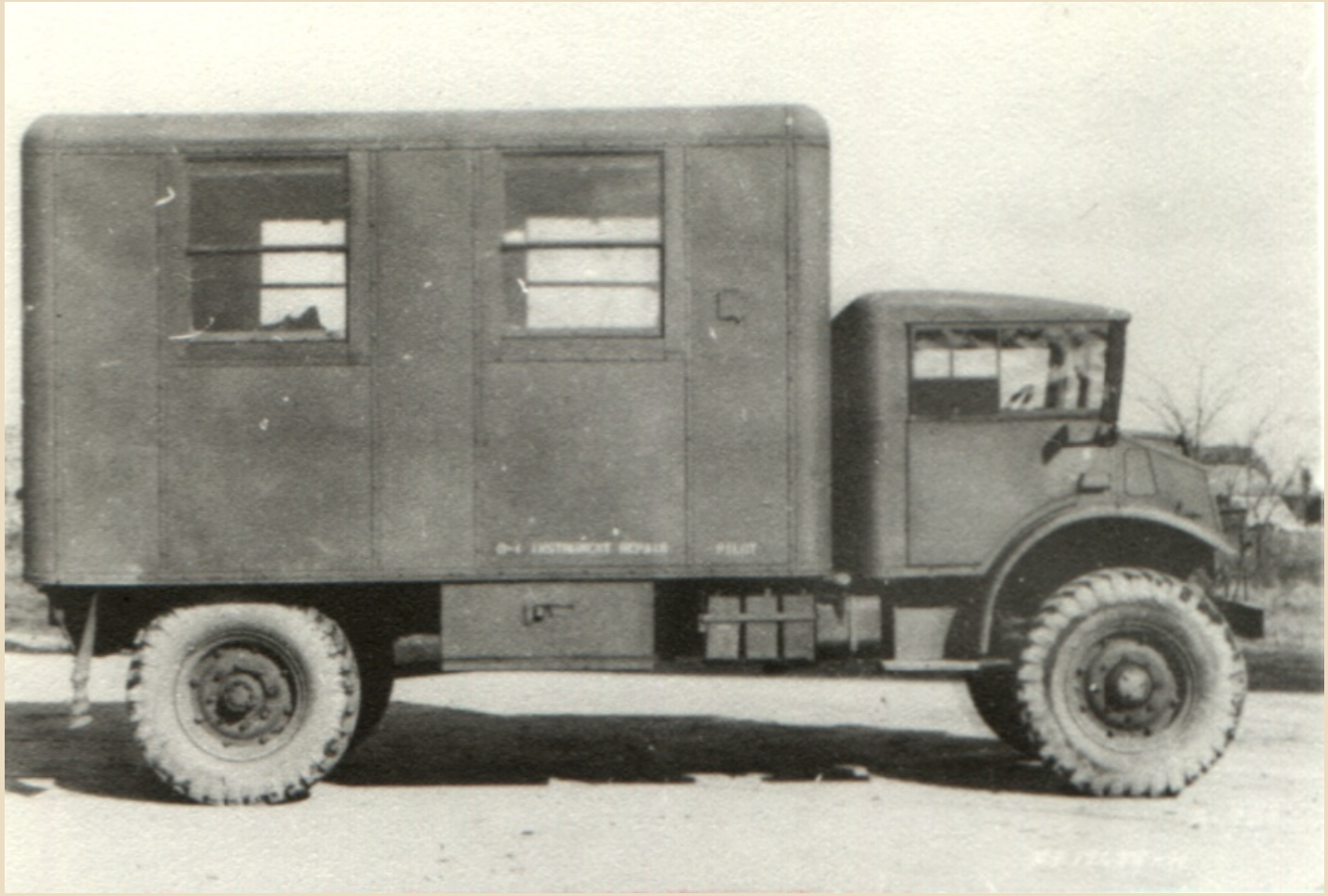
The Type A

Metal Turning, Drilling and Battery Charging for Armament and Small Arms Sections

Type A Interior



Type D-1 - Instrument Repair



Type D-1 Interior

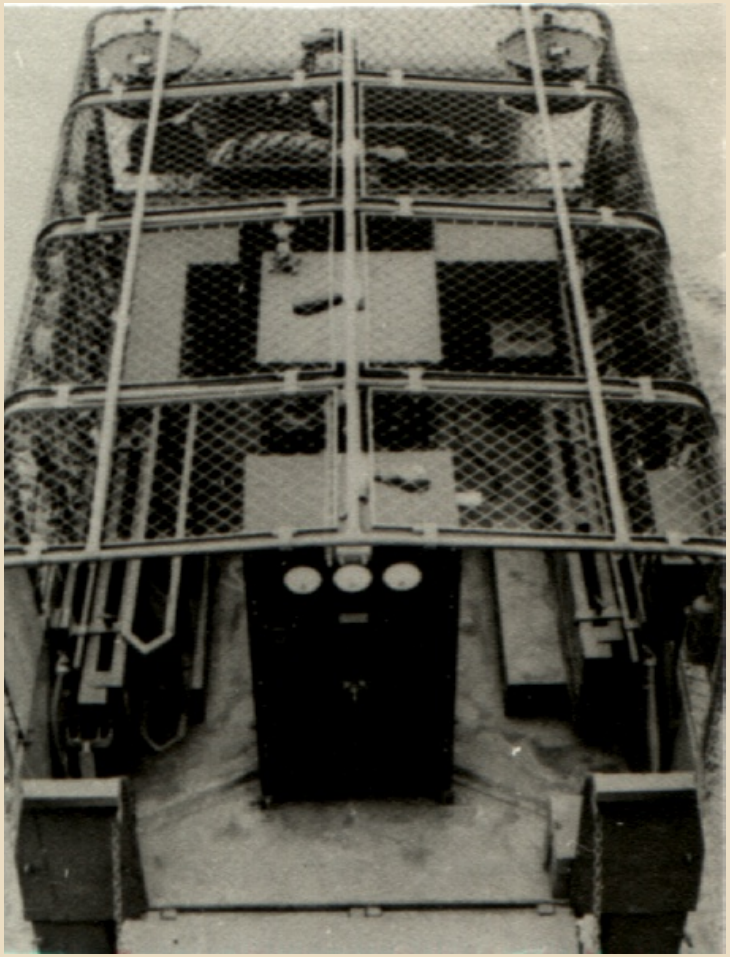
Type I – Battery Charging and Repair

Type I, Type I-30, Type OFP Battery Charging...

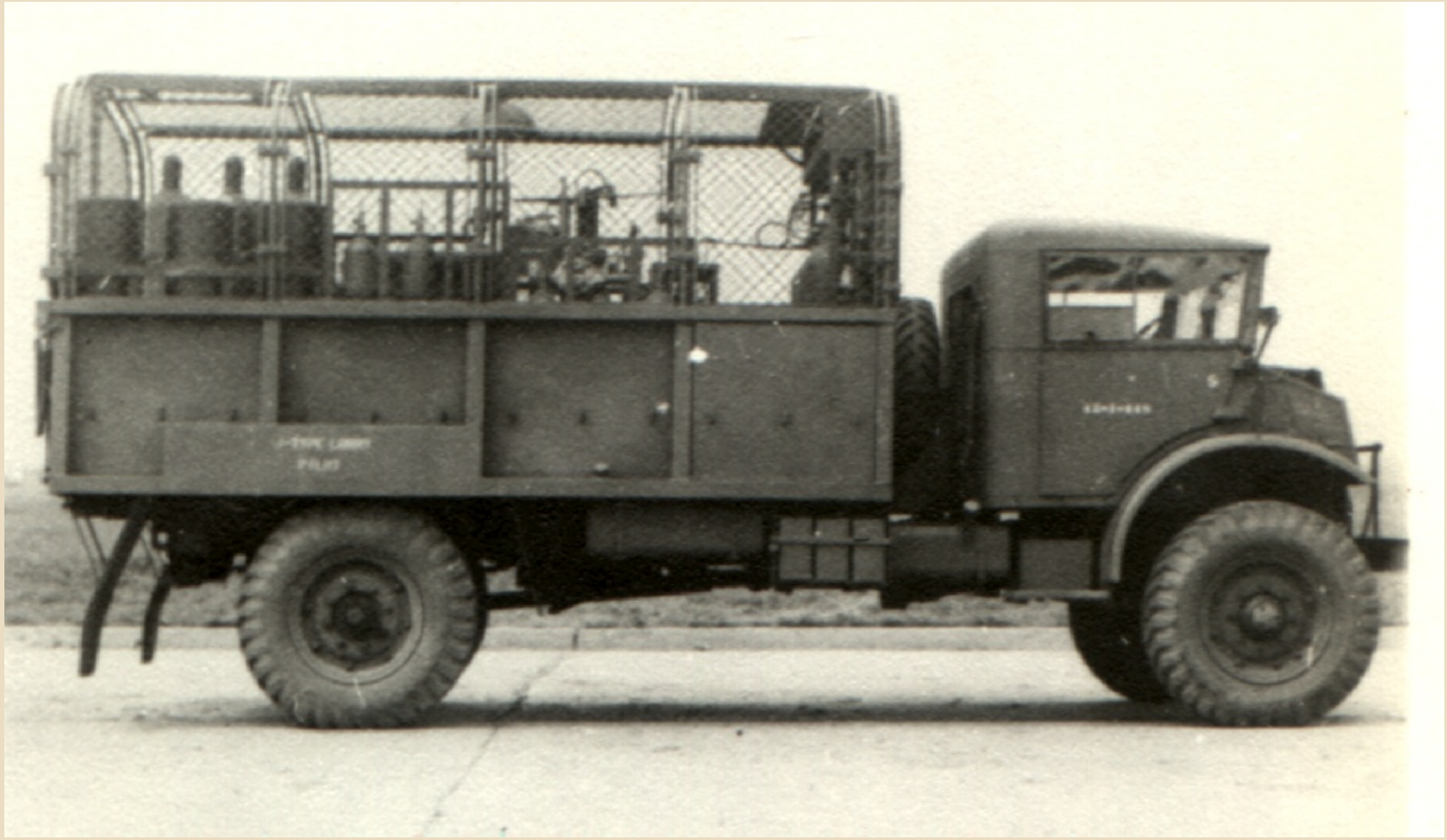
There were several versions of the Type I. They all carried out the same function but with different batteries.

This is the Ordnance Field Park Battery Charging Lorry

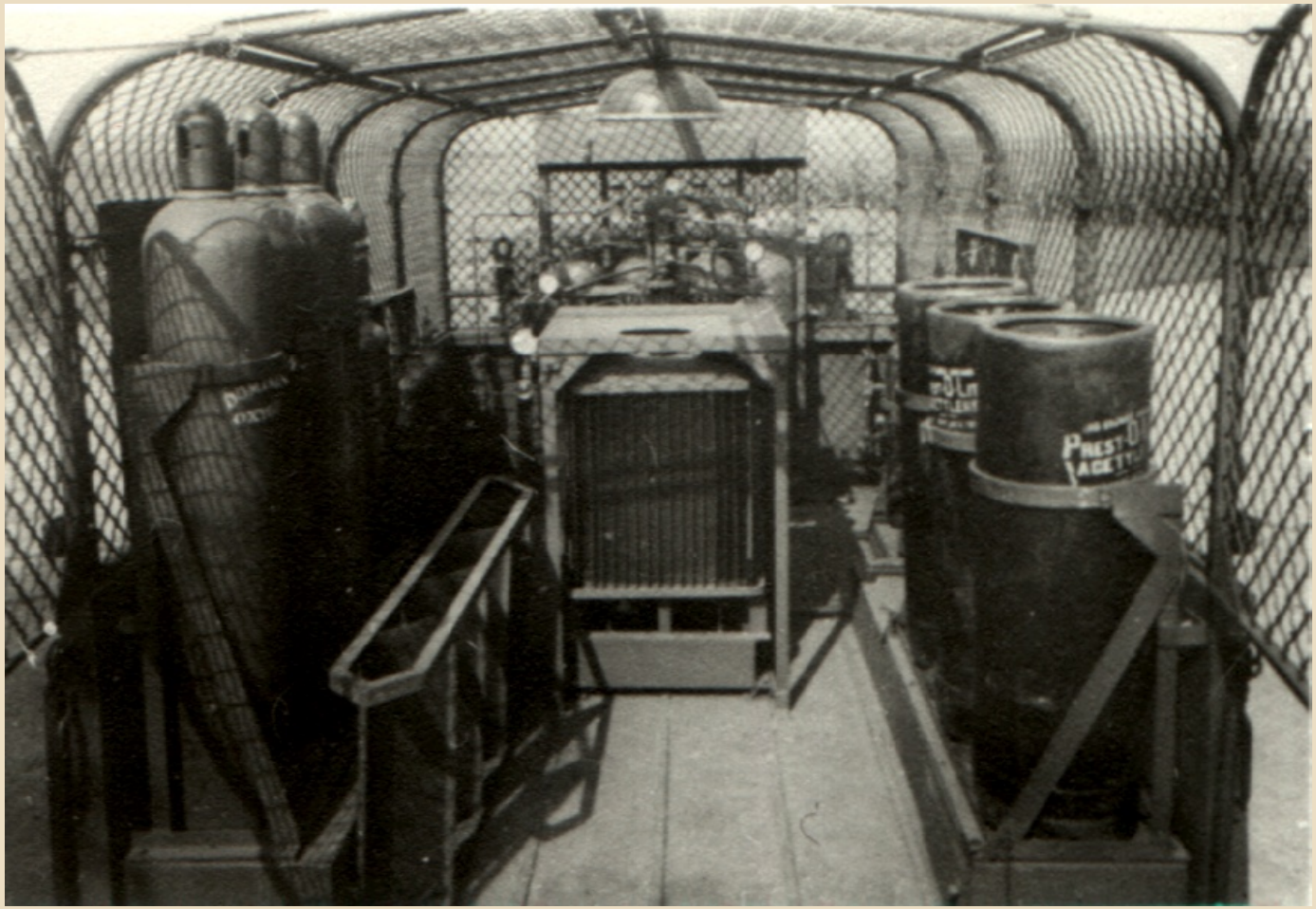
Type I-30
12 and 24 volt batteries



Type J – Gas Compression for recoil systems, etc.

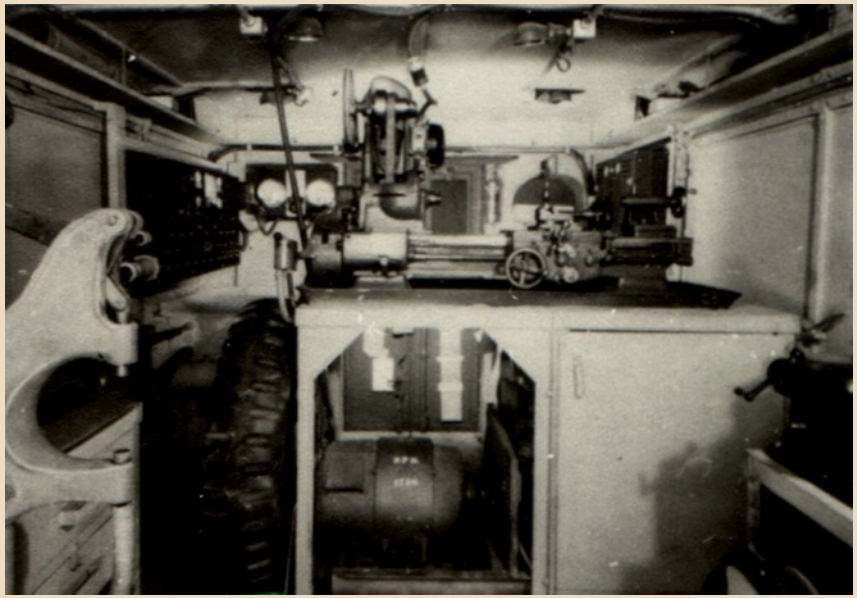


Type J Interior



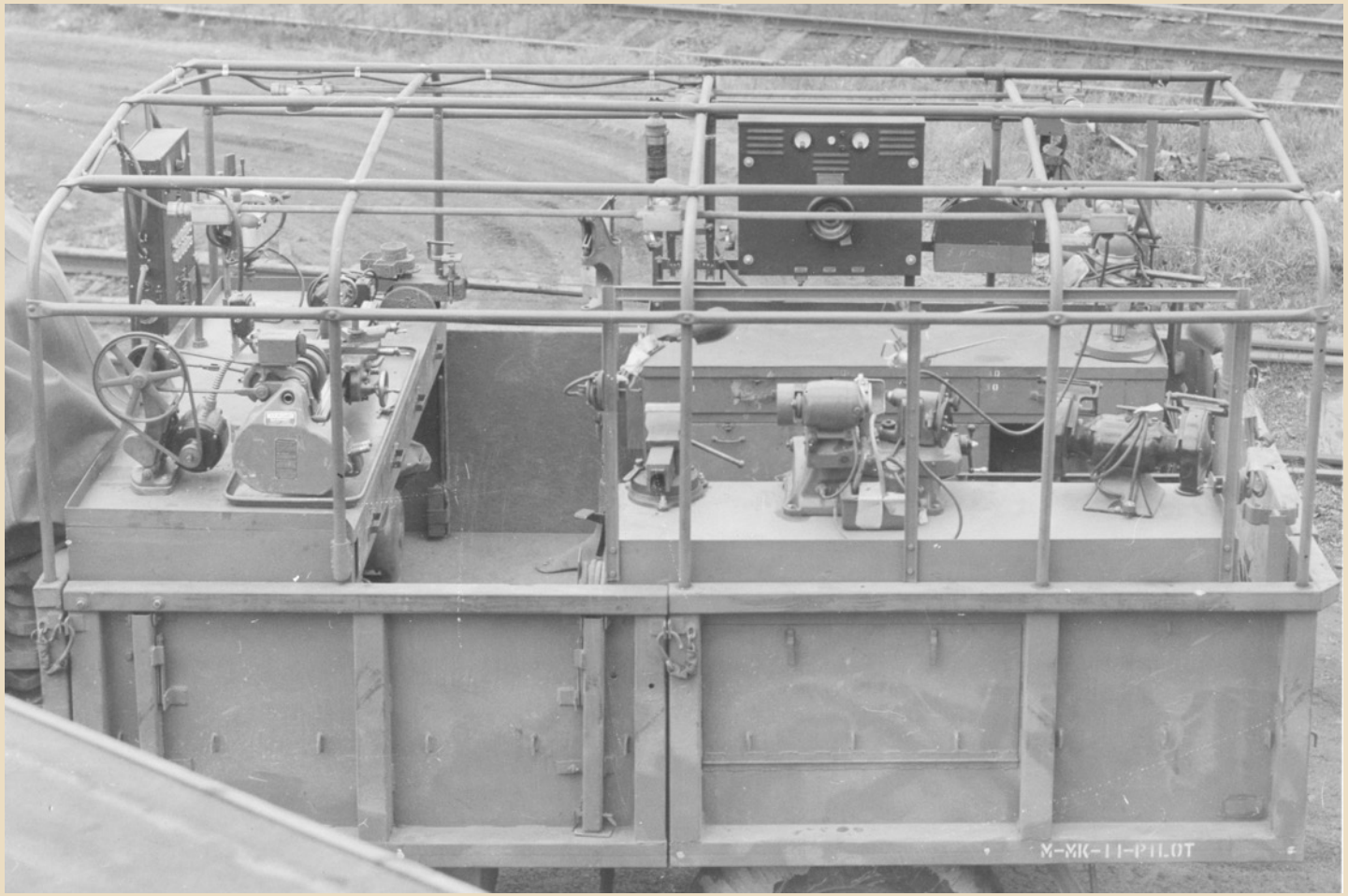
Type M - Automotive Repair

Type M Interior

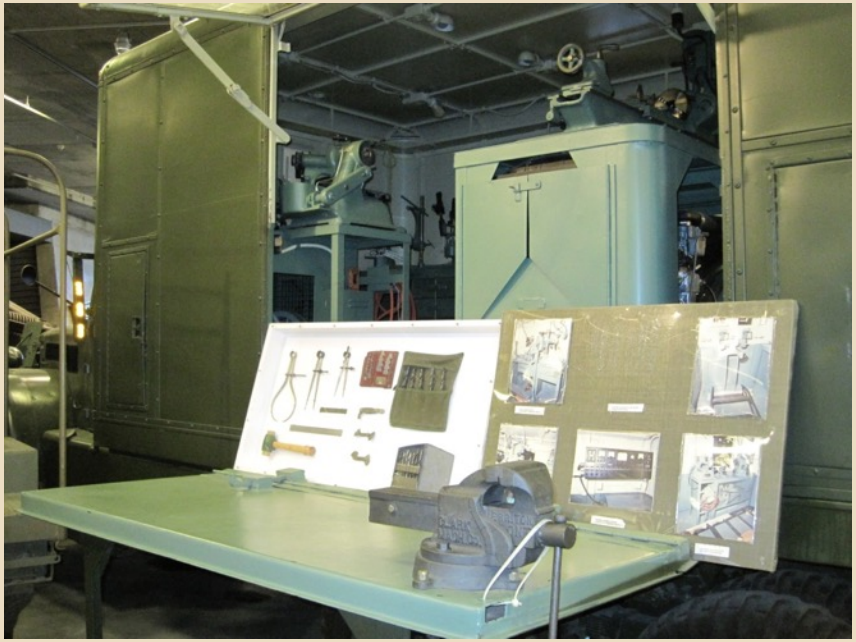


Type M Mark II
Lighter Chassis, Lighter Tools

Type M Mk II Interior

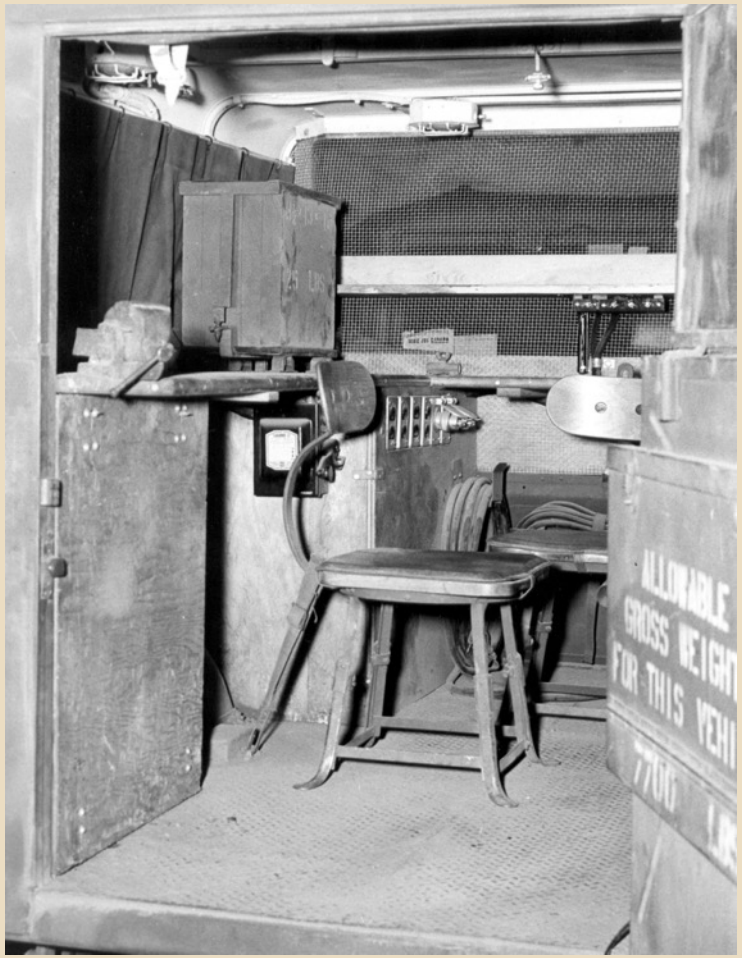


Type M at the Canadian War Museum
Restored by 202 WD



Type ZL
Radio and Electronic Repair

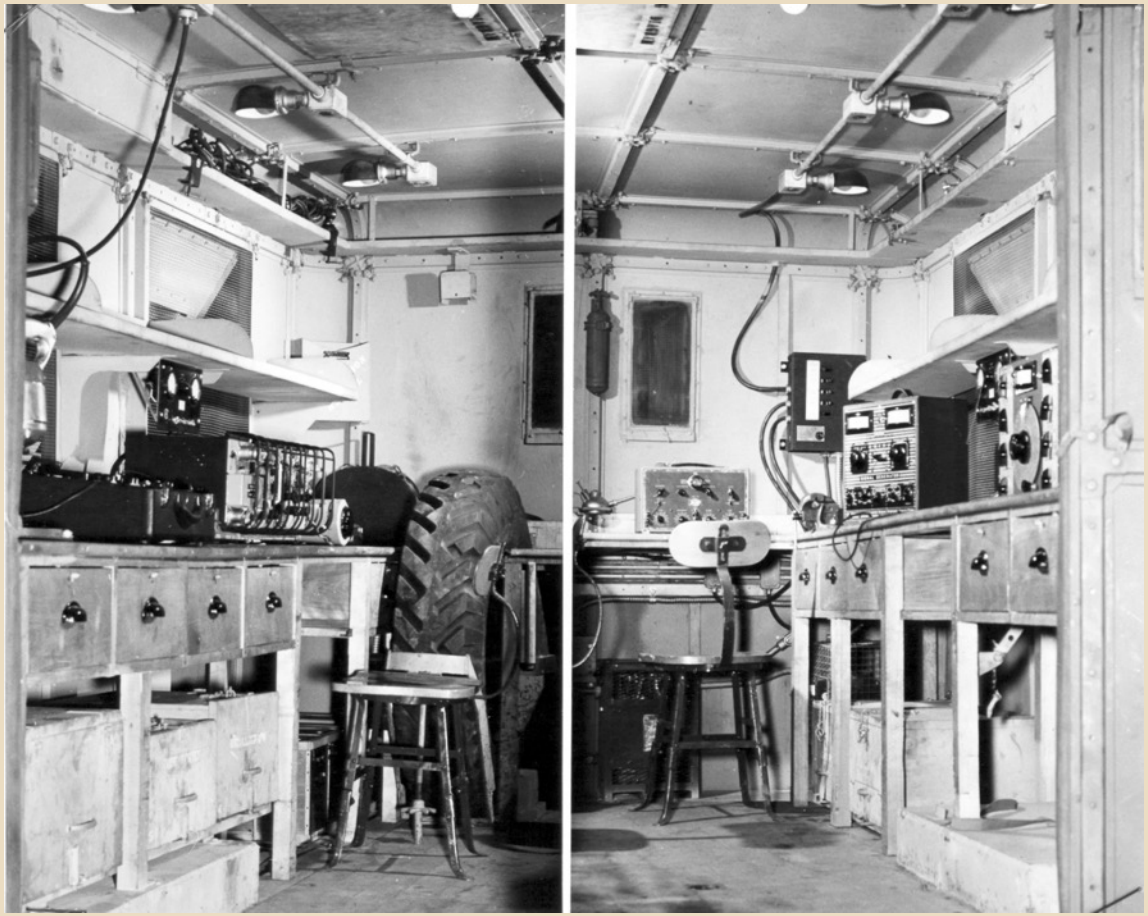
Type ZL Interior - Cozy



Type Z

Radio and Electronic Repair in Comfort

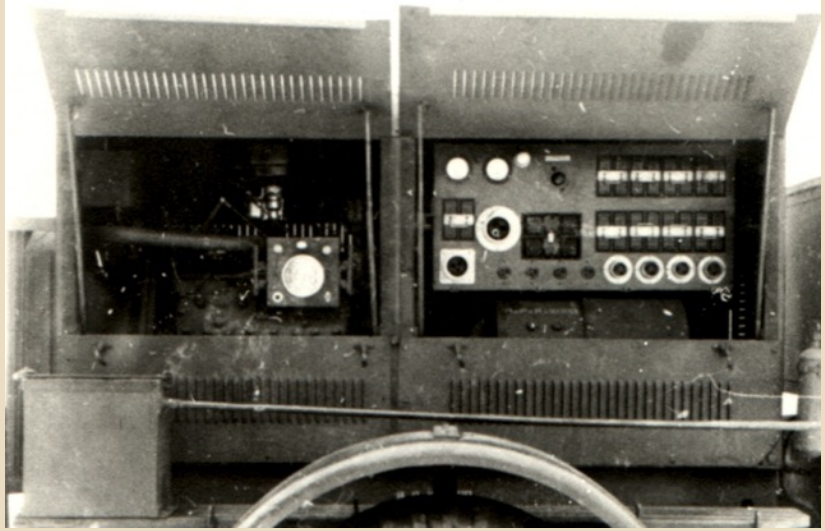
Type Z Pilot Model Interior



Type Z in the field

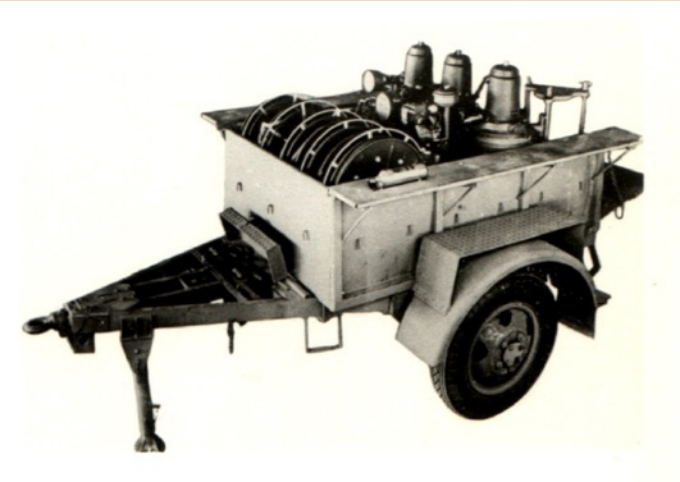
Power was provided by The 9-kw Generator Trailer

Or by
The 25-kw Generator Trailer



Each workshop had at least one servicing/lubrication trailer

The equipment was palletized and could be removed and placed on the ground.



Every workshop had an RCOC stores section

Third Line Workshops

At Corps and Army Level

Infantry Troops Workshops - one per infantry division

Armoured Troops Workshops - one per armoured division

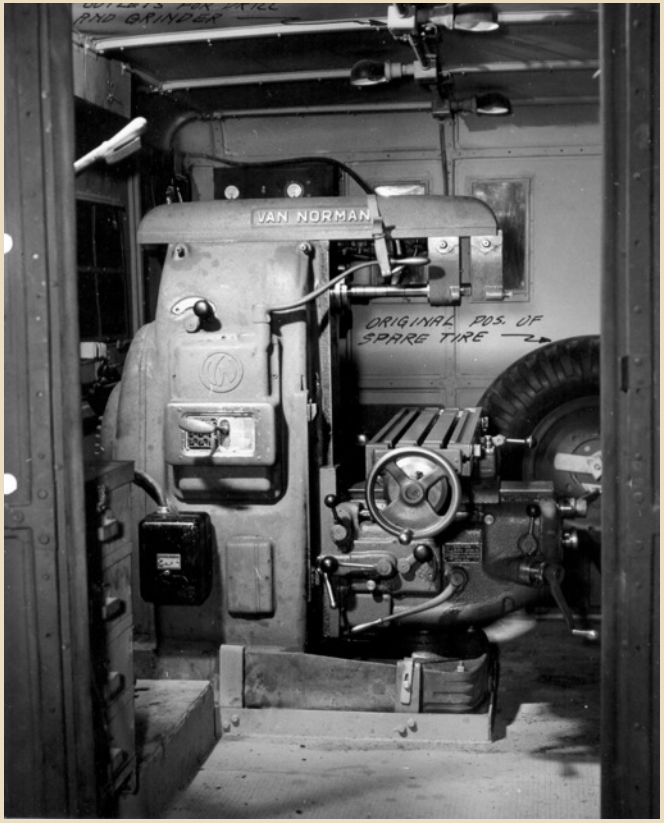
Tank Troops Workshops - one per Corps

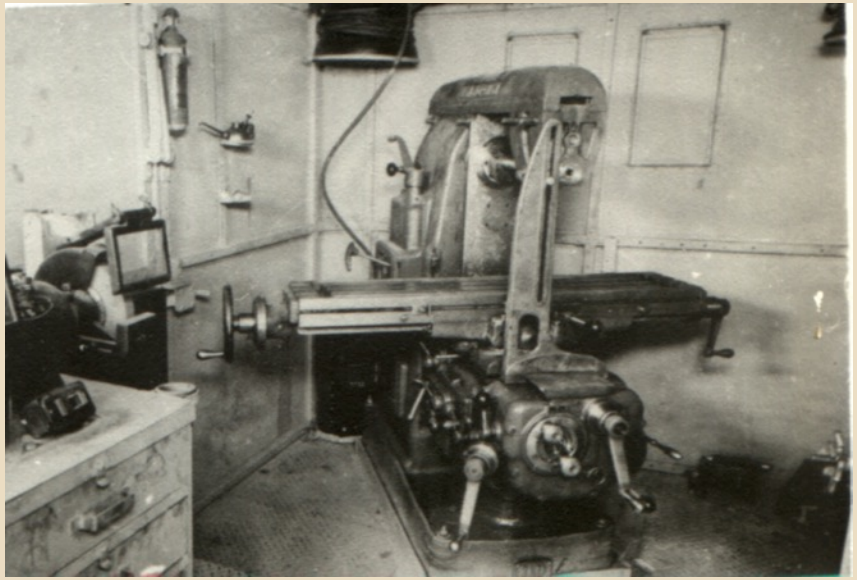
Third line workshops had all the types of machinery lorries you would find in second line workshops and a few additions...

1 Canadian Infantry Troops Workshop in Italy

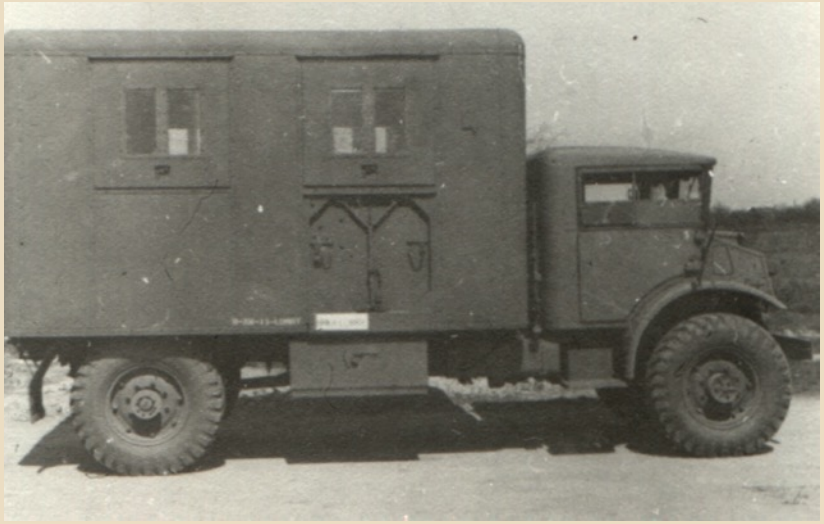
Type B
Milling, Drilling and Grinding

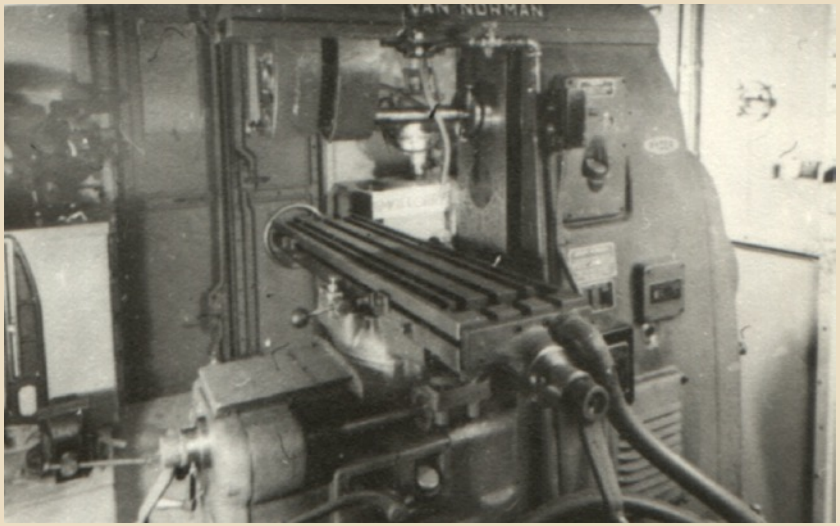
Type B Interior

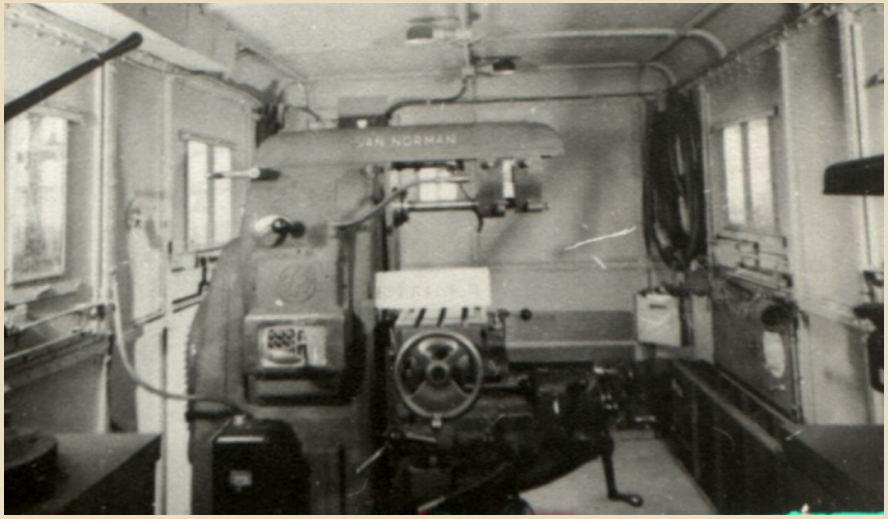




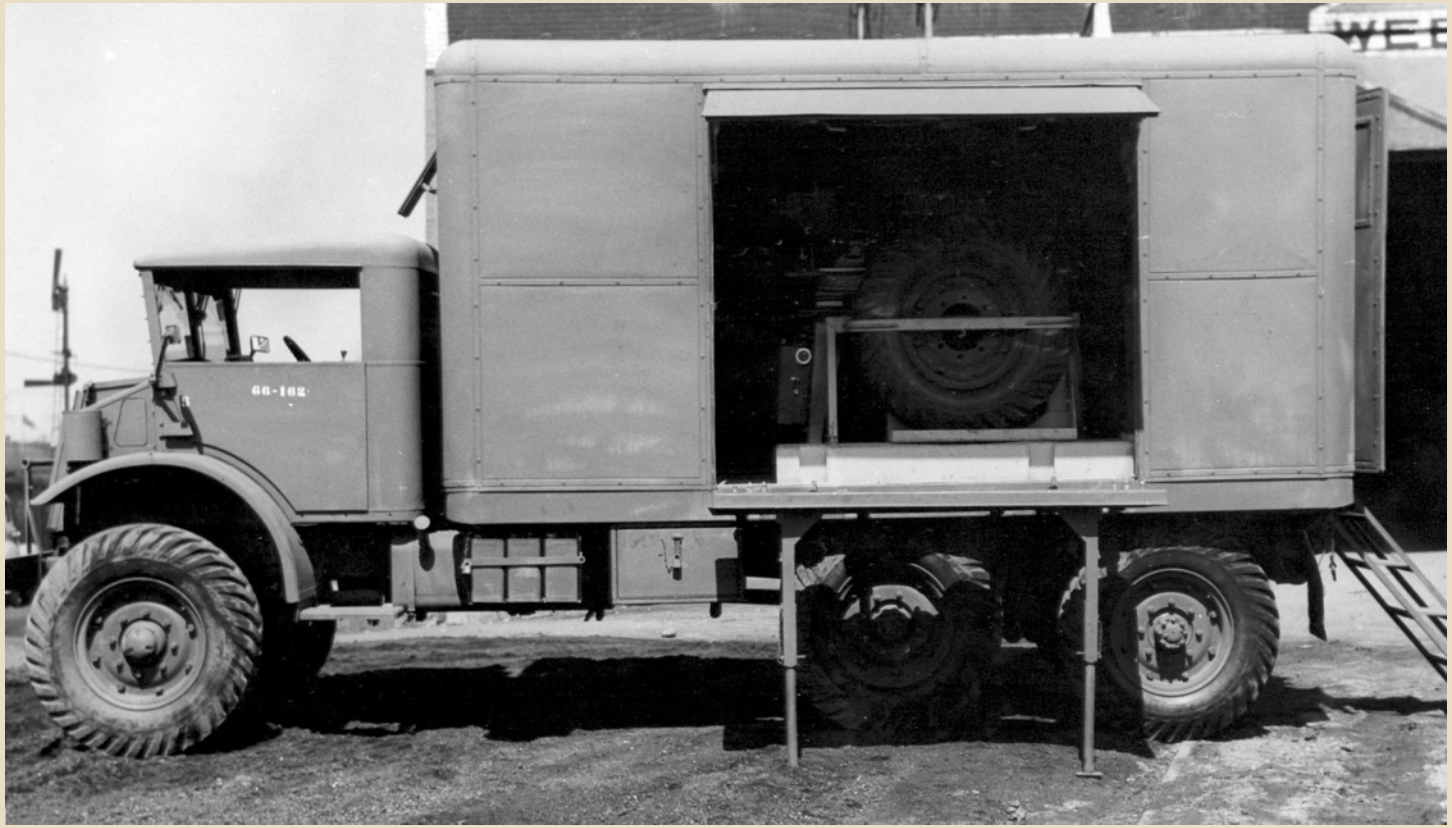
Type B Mark II
smaller and lighter







Type D
Precision Metal Working

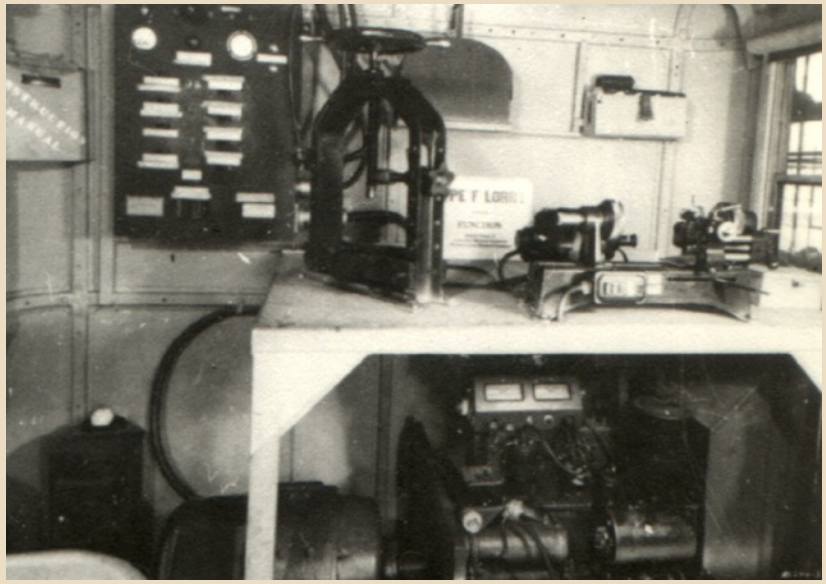


Type D Interior

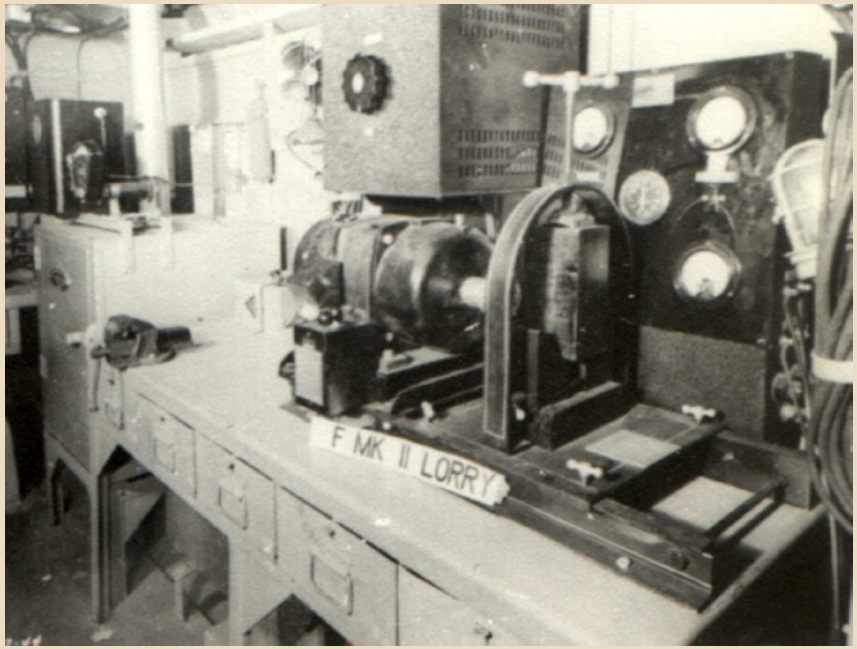
Type F

Automotive Electrical Repair
3-ton 6x6 with 14-foot Lindsay Shelter

Type F Interior

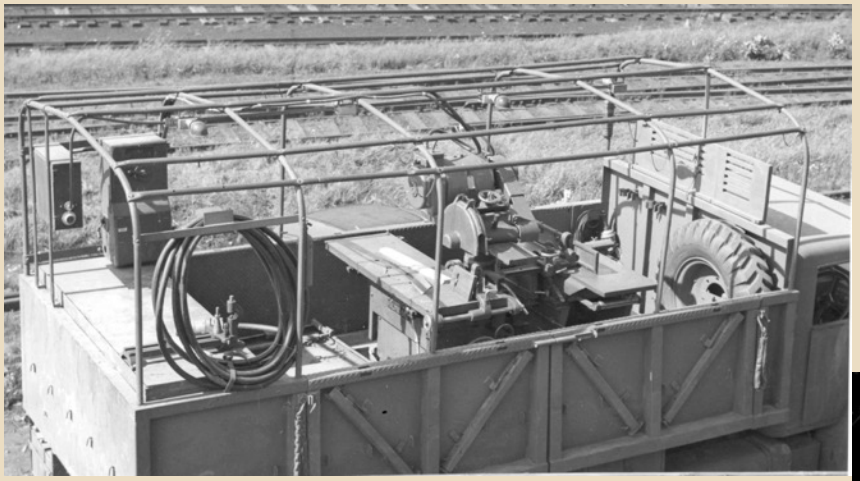


Type F Mark II
smaller and lighter



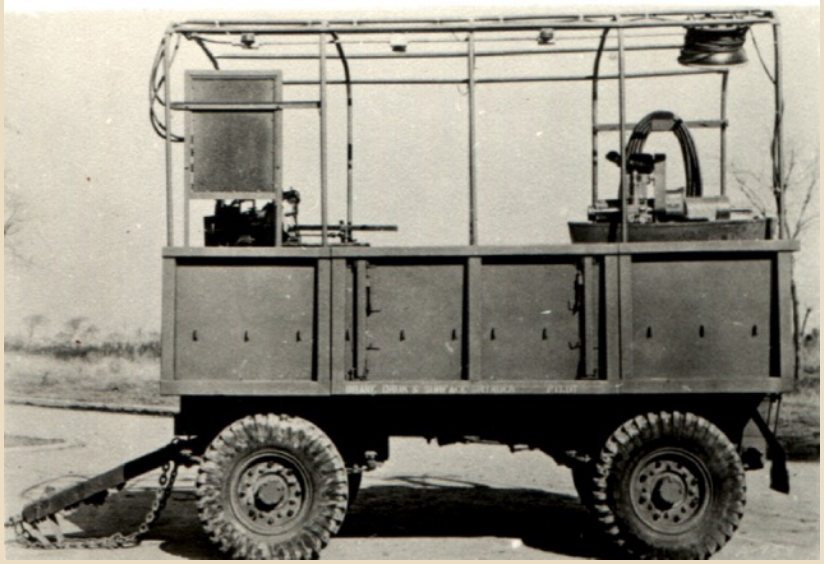
Type L – Woodworking

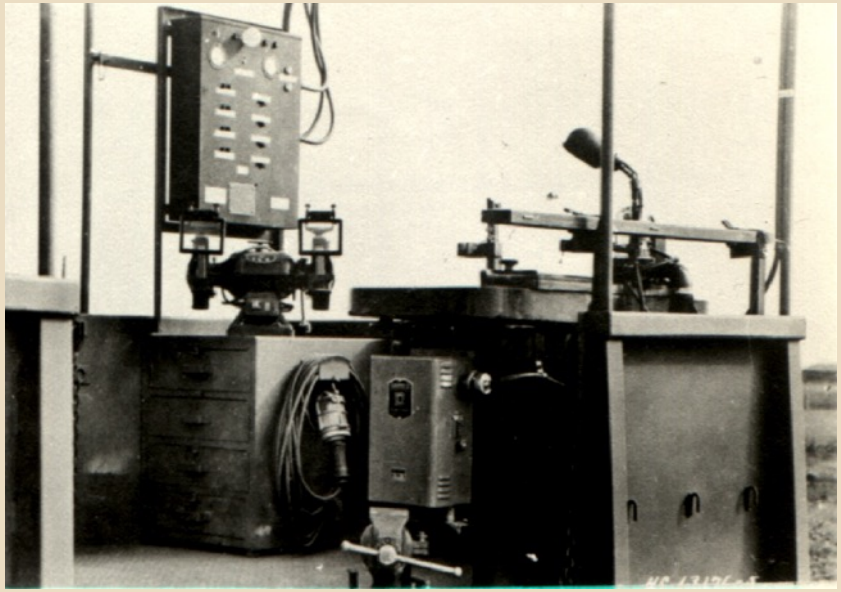
Type L Interior



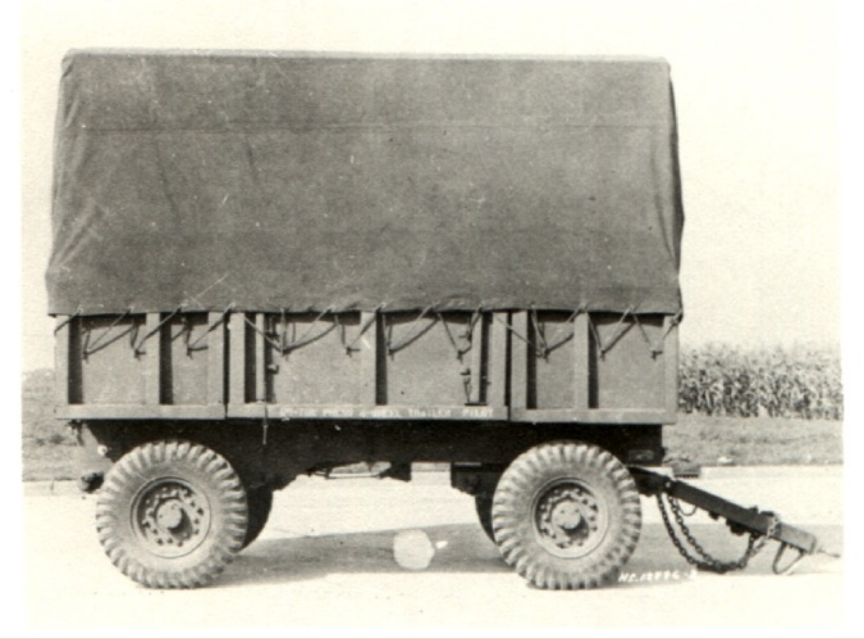
Some were on trailers

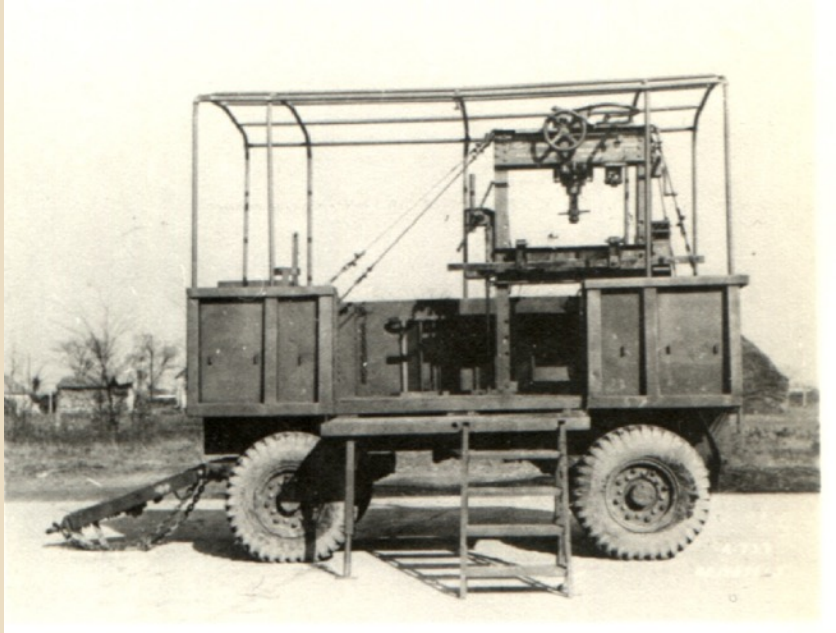
The Brake Drum Refinisher



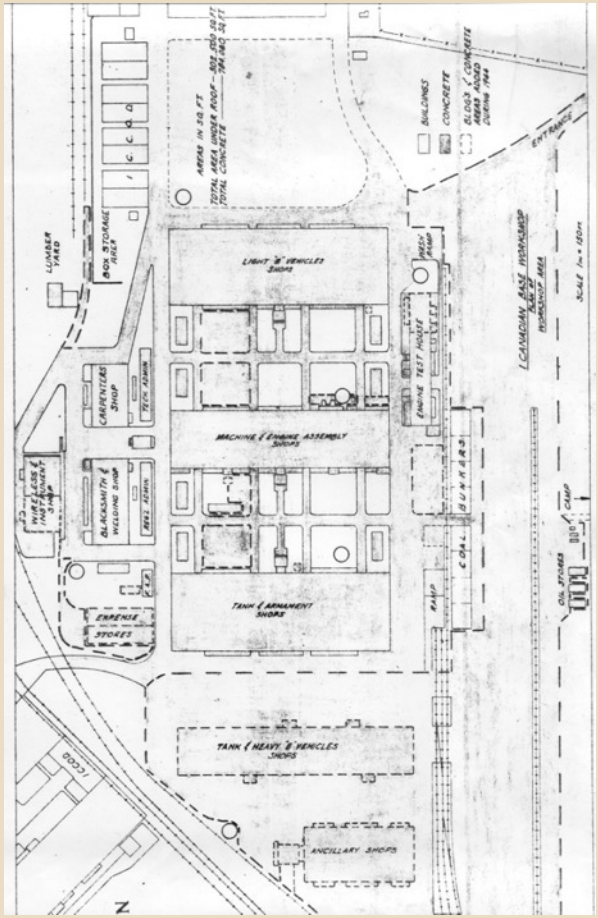


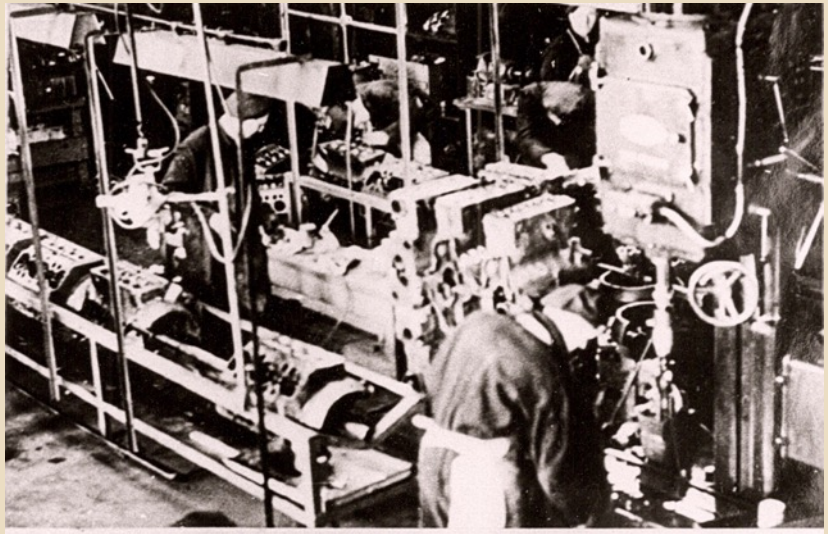
The 60-ton Press





The Fourth Line Workshop of course, was not supposed to move...

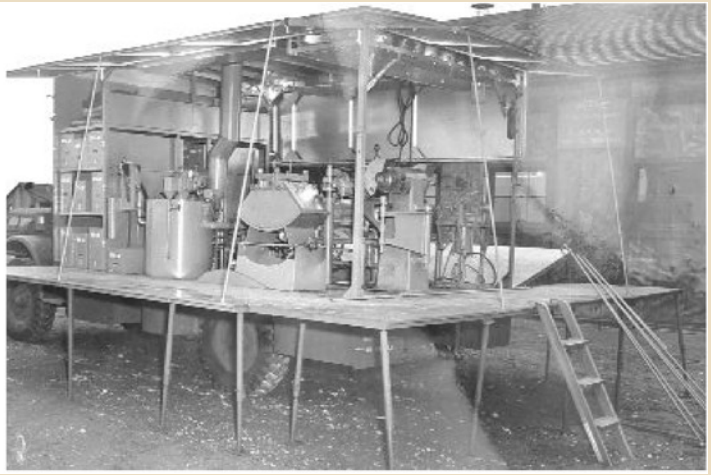




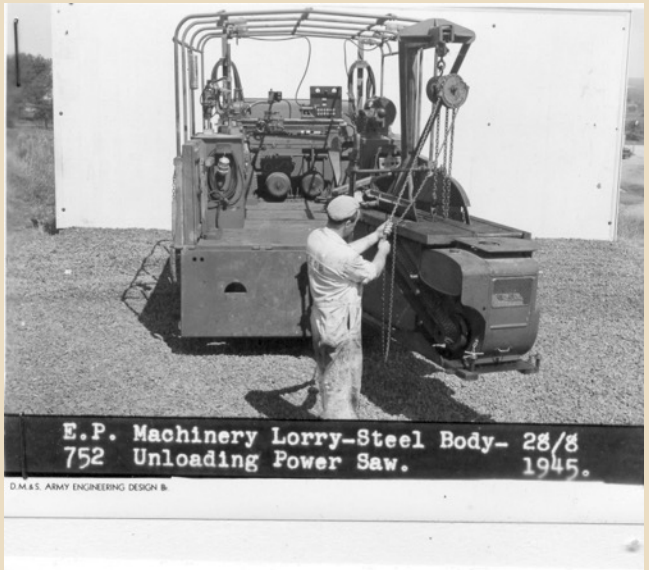
"B" ENGINE RECONDITIONING SHOP

So, we had the Advanced Base Workshops with some more machinery lorries

We also repaired tires



Others also used machinery lorries
The RCE…



The Reserve Army in Canada...

And some that never were...

The Type H

Heavy turning
and screw cutting

Cancelled

And then the war was over...

And we fielded a new family of vehicles
and
The machinery lorry became a shop van and
We got a new badge...

But first, there was Exercise Musk Ox...
RCEME in the Arctic

The New Vehicles

M38A1 jeep

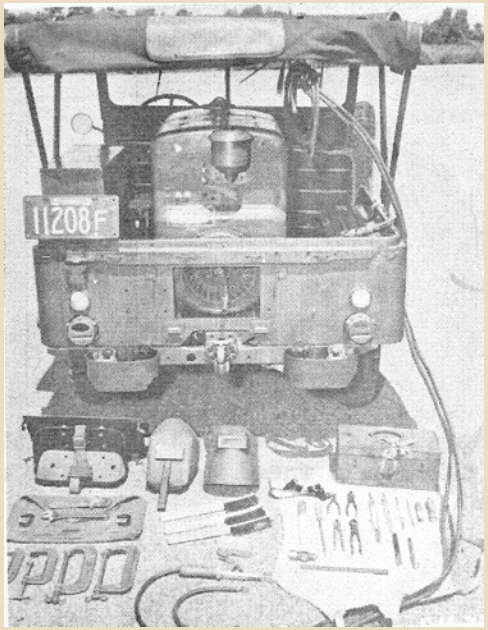
M37 ¾-ton truck

M152 ¾-ton panel

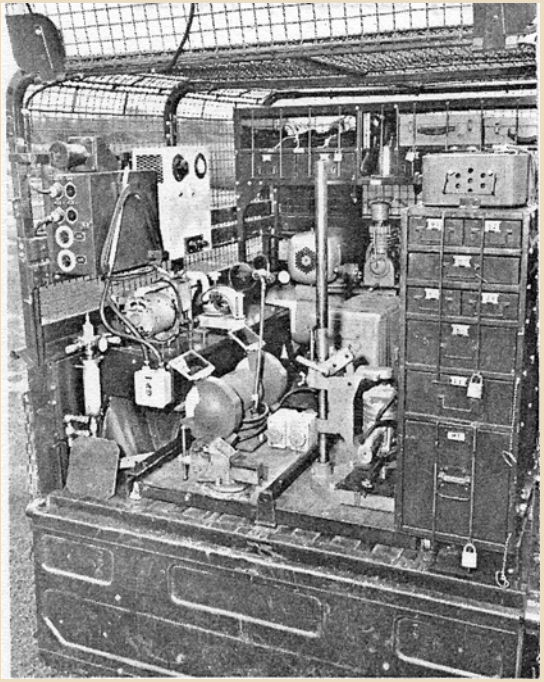
M211 2½-ton truck

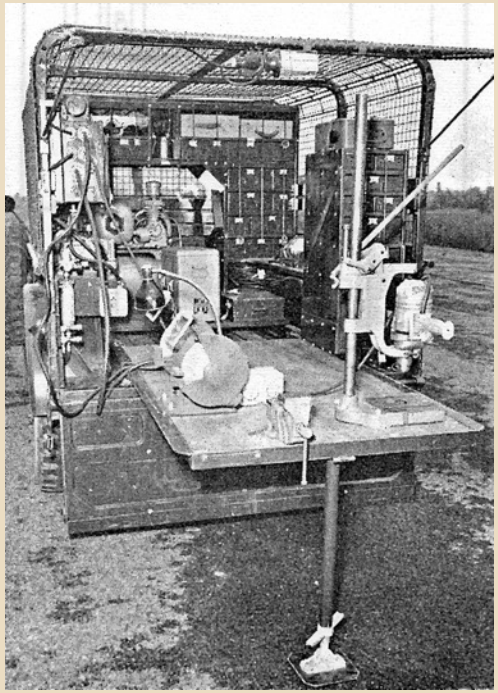
M220 2½-ton shop van

¼-ton Welding Kit

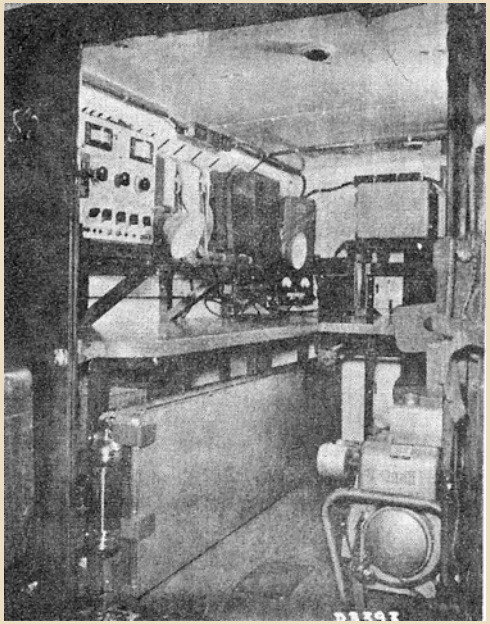


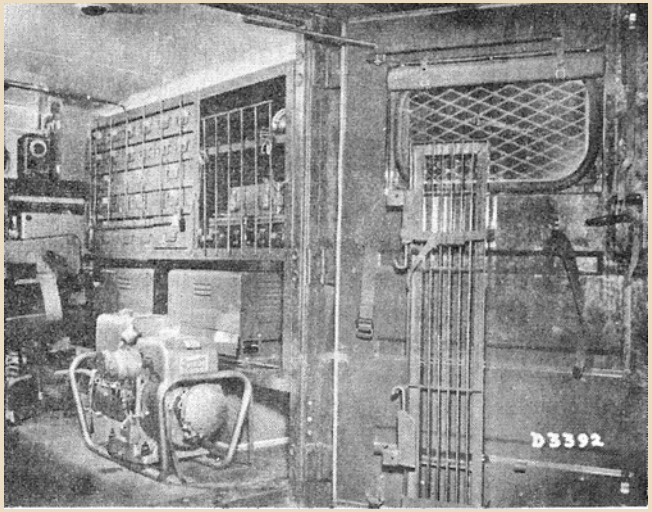
¾-ton Unit Repair Kit



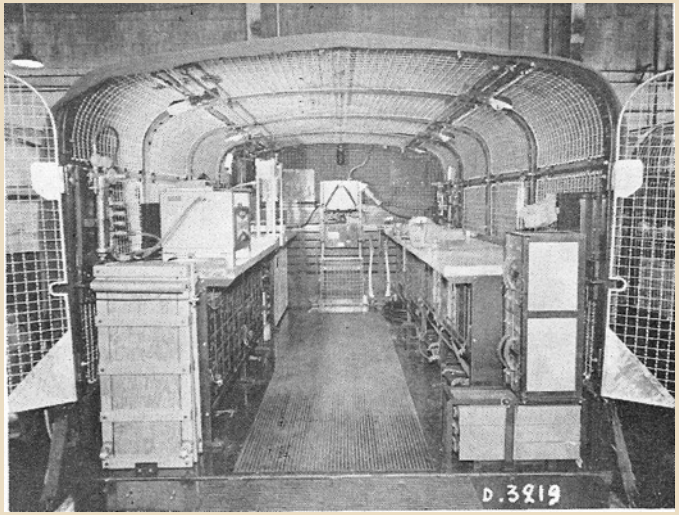


¾-ton Communications Inspection Kit

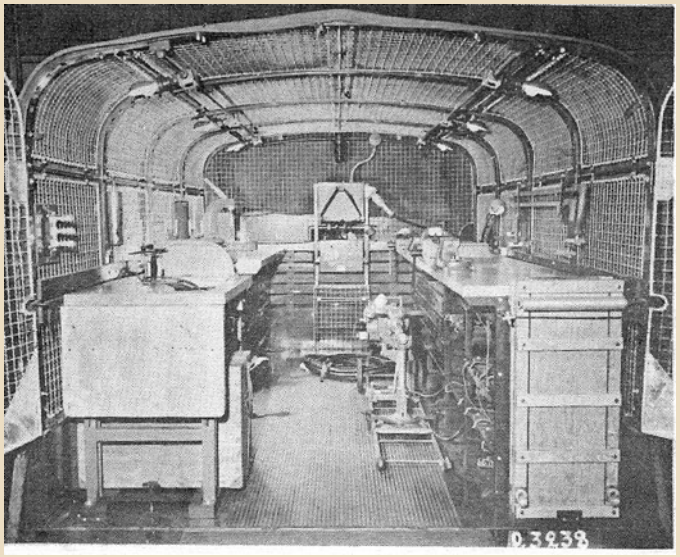




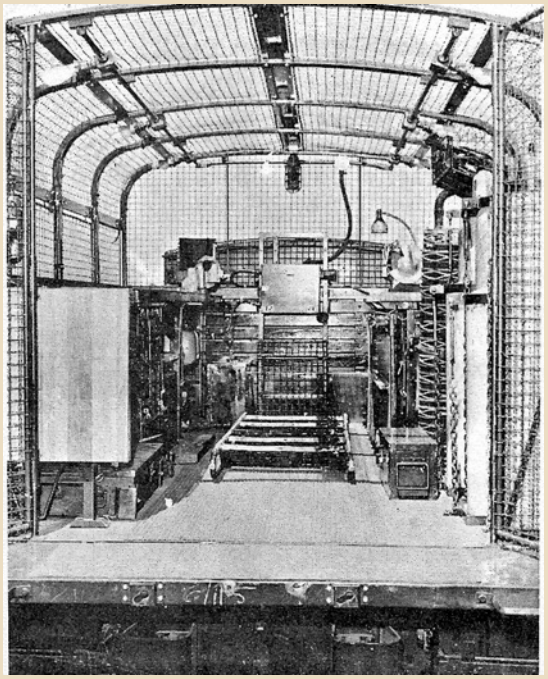
2½-ton Automotive Machine Shop Kit
Loads A and C

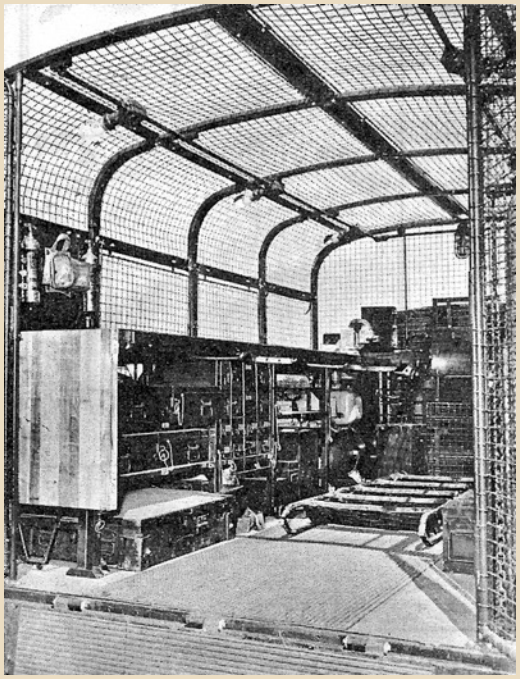


2½-ton Automotive Machine Shop Kit
Load E

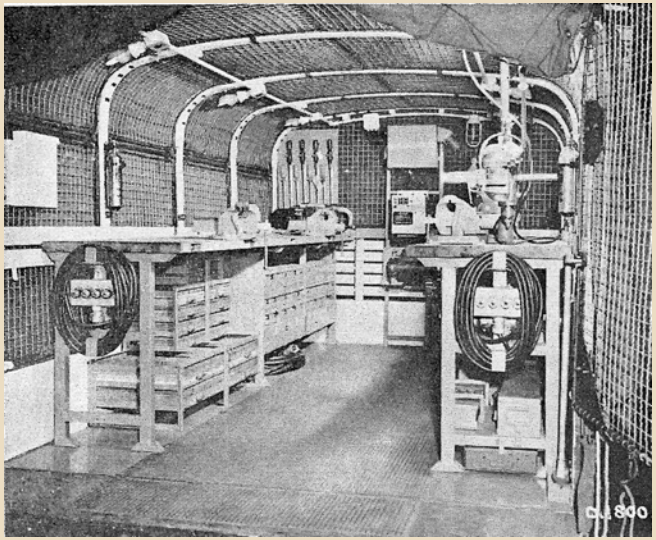


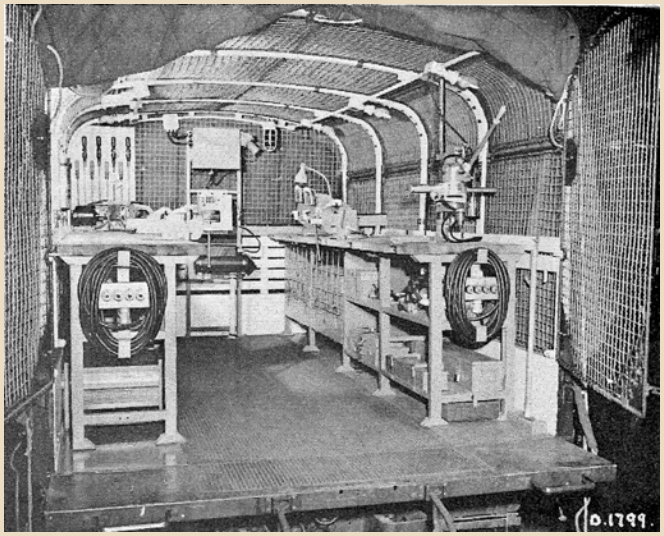
2½-ton Light Metal and Blacksmith Workshop Kit



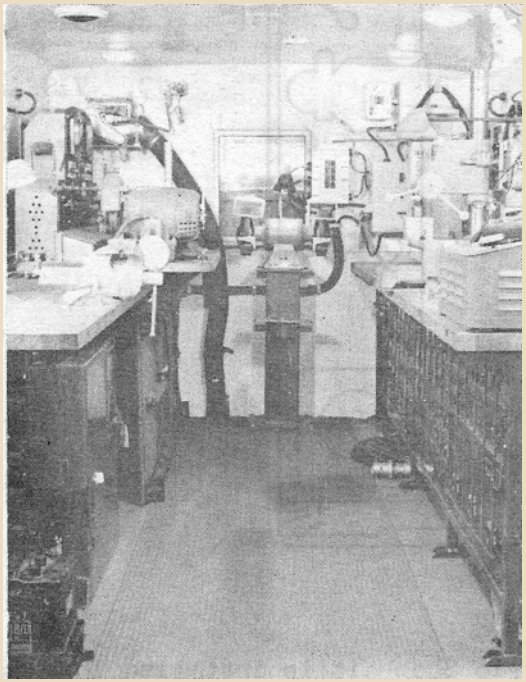


2½-ton Armament Machine Shop Kit
Load H

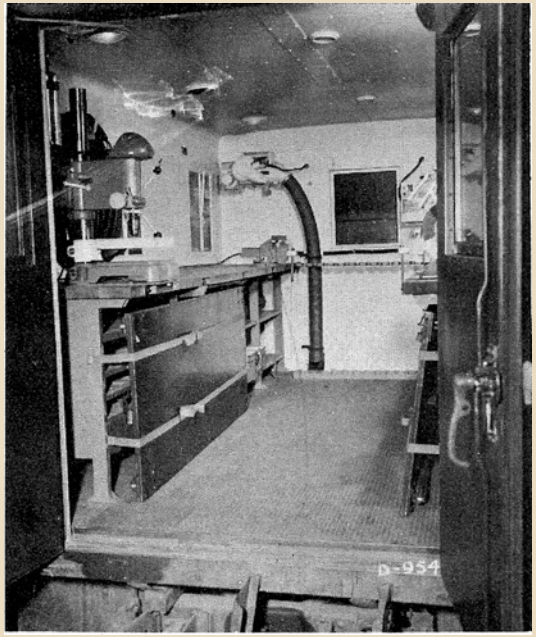


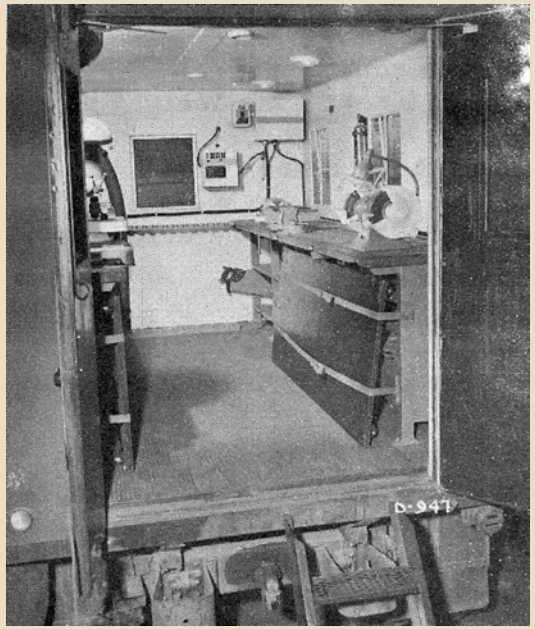


2½-ton Automotive Electric Shop Kit

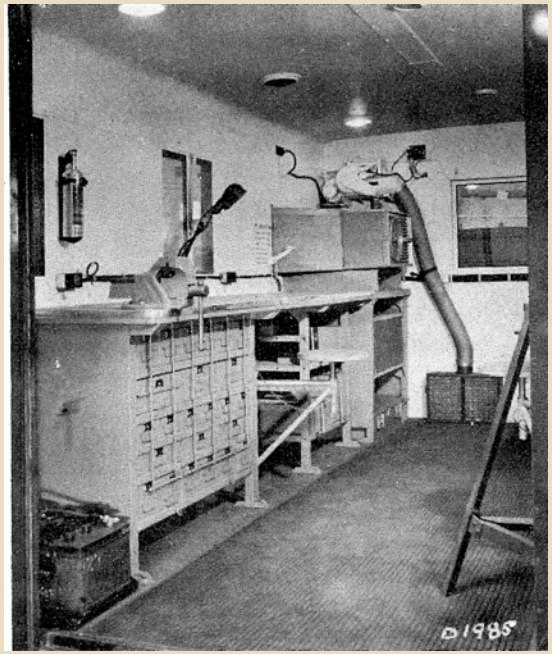


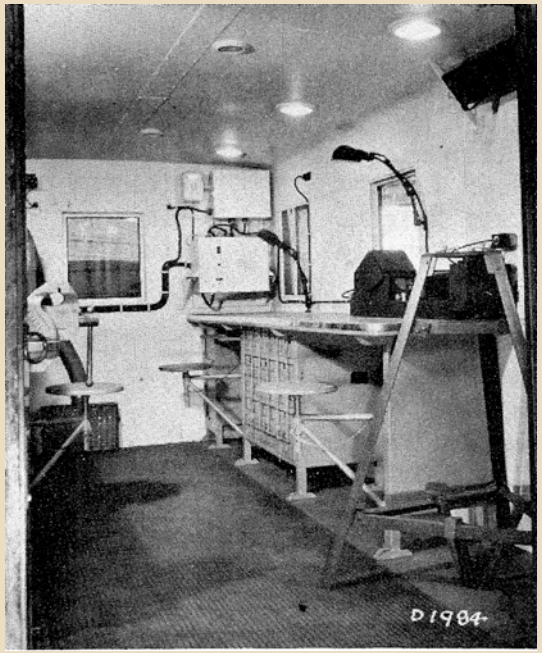
2½-ton Small Arms Repair Kit



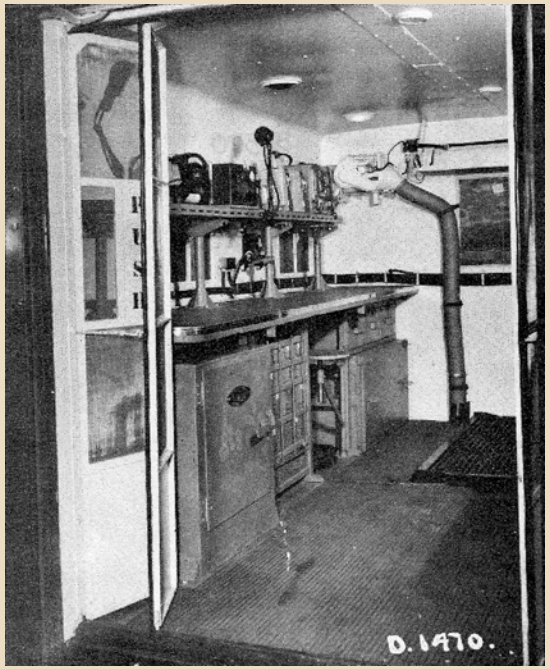


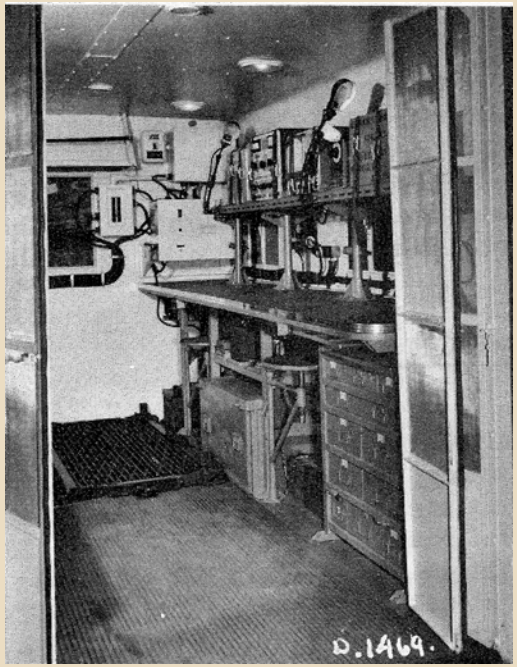
2½-ton Instrument Machine Shop Kit



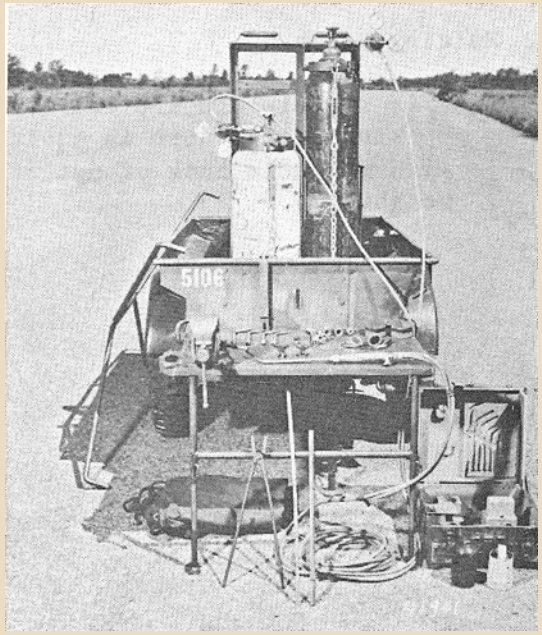


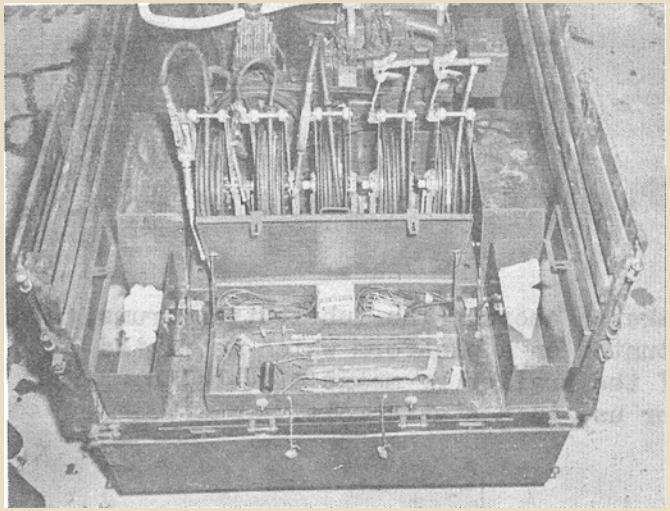
2½-ton Wireless and Line Repair Kit





Gas Welding and Lubrication Trailers





And the Sixties ended...
And we were no longer RCEME...

We soldiered on with style,
until, at last, RCEME returned…

And, generation after generation,
Our Machinery Lorries marched with us

Arte et Marte

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